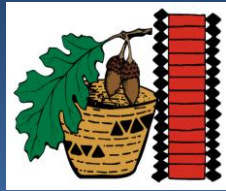


Tuolumne Band of Me-Wuk Indians
Tuolumne Rancheria



Community Transportation Plan

2014 – DRAFT



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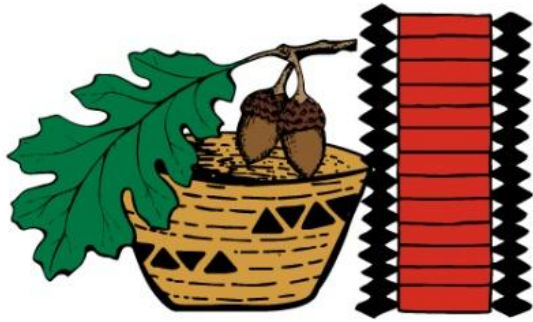
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2014- DRAFT

Transportation Plan

Tuolumne Band of Me-Wuk Indians
Tuolumne Rancheria
Tuolumne, California

Completed by the
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DRAFT -2014

Project Funding from Cal Trans Environmental Justice Grant

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Summary.....

The 2014 Tuolumne Rancheria Transportation Plan is a planning and development document for guiding the Tuolumne Band of Me-Wuk Indians membership and the Tribal Government through decisions they will make. It outlines the goals and objectives developed by community council members and Rancheria residents.

The purpose of the transportation plan is to enable the Tribe to better manage change and to inform residents and tribal businesses about the community's characteristics, trends, and policies as it relates to pedestrian and bicycle mobility. The plan will guide and regulate future growth in the tribal community. The Transportation Plan is very general, comprehensive and long range in nature. It outlines broad based goals, includes a comprehensive look at all existing programs and considers future needs based on the past and present situation.

A result of funding from Cal Trans, this project and resulting Transportation Plan, was a culmination of effort from community stakeholders and tribal staff. The resulting Transportation Plan is designed for use as one of many necessary tools to assist the Tribe in directing its future. This Transportation Plan becomes the document necessary for maintaining a focus on the future, while at the same time, being adaptable to unknown circumstances that are certain to arise in the future. The Transportation Plan relates directly to the Tribe's Vision Statement and incorporates traditional values and concerns of the Tribal Community for future planning.

TRIBAL VISION STATEMENT

*The Tuolumne Band of Me-Wuk Indians s a Sovereign Nation that is
Dedicated to Uphold Social and Economic Stability through Self Reliance and to
Promote the Health, Safety and Welfare of our Indian People.*

Cal Trans Environmental Justice Grant

The proposed Tuolumne Rancheria Community Based Transportation Plan will improve and update the 2002 Tuolumne Rancheria Transportation Plan. Community stakeholders will be allowed to address existing transportation issues and plan for future economic growth and development while promoting a balanced, comprehensive, multi-modal transportation system that improves mobility, access and safety.

- Planning will include the study of alternate routes or access points that are consistent with neighboring lands that are not tribally owned or that could be purchased. GIS mapping will be used to gather existing data, create layers of constraints and seek alternate solutions
- A Comprehensive Plan will study pedestrian linkages with Rancheria lands and provide safe routes throughout the community. A Community to School study will also be included which will look at linkages to the local community of Tuolumne City where all of the Rancheria children attend school. GIS mapping will include layout of possible linkages.
- The comprehensive plan will result in a strategy for how transportation and land use planning will be integrated to support community livability, sustainability and cultural values. The plan will

- guide development opportunities, roadway and walkway construction.
- The public participation process will facilitate public awareness of all existing plans and integrate public input in future transportation planning from stakeholders identified in this proposal.
- Comprehensive plan will include a feasibility study of shuttling employees from areas to promote green transportation and decrease traffic on already congested roads that access tribal lands.

Anticipated Accomplishments Included:

- Implement comprehensive community based plan
- Encourage mixed use growth in suitable locations
- Improve neighborhood connectivity
- Respect natural and cultural resources
- Conduct Community Design Workshops that will allow for public awareness and input.
- Provide blueprint for tribe on how land base can support development while incorporating transportation elements.

State/Local and Federal goals include:

- Improve mobility and accessibility
- Preserve the existing local transportation plan
- Support the Economy
- Enhance Public Safety
- Reflect Community Values
- Enhance the Environment
- Compliment the Regions Blueprint Planning efforts

Final Deliverables will include:

- Comprehensive Community Based Transportation Plan
- Study alternate emergency access
- Create possible pedestrian/bike path linkages
- Study alternate parking for employees
- Study possible shuttling of employees
- GIS mapping of existing transportation elements
- Record of public participation process

Organization of Study

The organization of this study and development of a Transportation plan will include five areas of tasks.

The first task or area is Project Planning and startup. The project staff worked with tribal entities. Staff, community residents to identify issues and gather physical planning information related to the study area. Specific tasks involved meeting with Cal Trans staff, assembling a list of existing documents that relate to the project, preparing base maps for the project area, identifying GIS layers that need to be developed as a result and conducting various meetings with tribal staff regarding the project.

The second area or Task 2 focused on the ongoing community outreach and public process. Project staff met consistently with community members throughout the course of the project to identify issues, hear concerns and get input from the tribal community. While the original intent was to hold one

community design workshop, because of the ever evolving dynamics and need to revisit, a series of community planning meetings were held that discussed the project and potential outcomes. The advisory committee was made up of tribal members who attended the community planning meetings, tribal leaders who participated in focused discussions along with elders and youth from the community. Publications such as newsletters and flyers were developed and circulated as well as PowerPoint presentations to educate the community. Walking audits were performed by staff to incorporate the existing and proposed routes of pedestrian and bicycle linkages.

The third area or Task 3 focused on Plan development and project staff developed components based on the continuous public input from the community planning meetings. While a consultant was not hired, project staff met with tribal managers and discussed a possible employee shuttle bus. Specific tasks included gathering existing information and mapping GIS layers. This proved to be a daunting task as the tribe did not have extensive GIS information and what was there had to be vetted, corrected or sometimes recreated. A network system crash in late 2012 also wiped out data that had to be recreated. Within this task, project staff identified possible alternate emergency access routes as well as pedestrian/cyclist linkages within or near tribal lands. The local Tuolumne City Mobility plan was also studied and potential linkages to it were incorporated. As a final task, concept maps were created using GIS.

The fourth Task was to develop a final plan and project staff prepared this plan by incorporating all research, studies and input from the community. While this is only in draft form, the plan needs to be finalized and then presented to the Tribe for final approval.

The final and fifth task involved grant administration and included progress reporting, accounting, invoicing and documentation required by the granting agency.

Chapter One – Introduction..... I.

What is a Transportation Plan?

The transportation plan should be flexible and adaptable to the changing needs and conditions of the community. The Tribe should use the plan as the basis for the programming and budgeting future transportation funds while recognizing that such priorities and improvement needs will change over time. As with all plans, the transportation plan should change with the community as the community sees fit. The overall plan must be updated every five years or when major change in the land use deems appropriate.

Why have a Transportation Plan?

Having a tribally approved transportation plan will allow the tribal community to learn about options and concerns as it continues to grow. Transportation planning will allow for staff to follow guidelines and consider the needs of the community when planning for future development. While this plan focuses on mobility and the need to create emergency access and proposed linkages, it could incorporate road funding and associated construction.

Planning Process – Who, What and Where

The planning process includes whole communities. Within Tribal communities, everyone is a stakeholder and must be included in the discussion. Staff provide technical expertise and lays out options while the ultimate decision depends on the input from the community members themselves. Continuous outreach to community members about transportation and planning must be exercised in order to reach the optimum outcome.

This Transportation Plan is intended to guide policy and decision making for future land use, infrastructure and public service decisions within all tribal lands. The Transportation Plan identifies key planning issues, guiding principles, policies, and action steps that are instrumental to its implementation. Background information, analysis and recommendations provide a context for informed decisions.

This Transportation Plan is adopted pursuant to the authority of the Tribal Council and the Tribe's governing constitution. Formal adoption provides for the preparation of a basic plan to promote the community health, safety and welfare through provision for the use of land and resources and the assurance of adequate facilities and services. The Tuolumne Rancheria Transportation Plan is prepared as a foundation for, and depends primarily on, the Tribe's adoption of future governing documents.

When to use the plan

This plan should be used continuously and revisited when making decisions regarding transportation on tribal lands. It can also serve as the base for other studies or plans that expand on transportation.

For promoting public interest in and understanding of the planning process and Transportation Plan implementation;

- As a guide when reviewing, coordinating, or preparing specialized plans which address a particular subject (like housing) or geographic area;
- As a guide in reviewing applications for re-zonings, subdivisions, variances, and special use permits;
- As a guide when preparing and reviewing capital improvement programs and public works projects;

- As the basis for more detailed plans and future development;
- As a guide to Tribal facility and infrastructure decisions;
- As a guide for the Planning and Development Committee in fulfilling its responsibility to review proposed facility expenditures for consistency with the Transportation Plan;
- As a guide to improved long term resource management decisions, especially with regard to transportation, pedestrian and bicycle mobility.
- As a base reference for grant activities;
- As an organization plan for program expenditures and long range development;
- To stimulate and facilitate intergovernmental cooperation (i.e., among not only the Tribe and local units of government, but also private and semi-private organizations.)
- Every time the Planning and Development Committee meets.

Tuolumne Rancheria: A Look Back

The Tuolumne Band of Me-Wuk Indians is a federally recognized Indian tribe located in the foothills of the Sierra Nevada in Tuolumne County, California. The Tuolumne Rancheria was purchased on October 26, 1910 and established as one of two local reservations for landless Indians. The original acquisition consisted of 289.52 acres. Today there are over 1700 fee and trust land acres. There are approximately 200 residents living on the Rancheria and an additional 200 non-resident members of the Tribe.

The governing body of the tribe is the Community Council composed of 87 members. The officers of the Community Council are Chairperson, Vice-Chair, Secretary and Treasurer. Recommendations are made by Tribal Committees and are brought to the Council for approval. These committees are Business and Finance, Constitution and By-Laws, Planning and Development, Social Services Advisory, Personnel, Health Board, Enrollment, Housing Authority, Education, Cultural and Historic Preservation and Tribal Law Enforcement.

The first known contact on record of Native perspective of the Spanish Explorers was the Moraga Second Expedition to Central California through Tuolumne County in 1806. However Me-Wuk peoples have a very long and rich history dating back for thousands of years. The Me-Wuk have always been knowledgeable about the resources of the land, and hunted and gathered what they needed. If the resources were not readily available on their land, Me-Wuk would migrate in order to trade with others. The primary food staples were fish, acorns, and deer meat. The diet was also supplemented with various wild berries, seeds and nuts. The typical village consisted of umachas (cedar bark homes), chakkas (acorn granaries) and a hangi (ceremonial roundhouse). The ceremonial roundhouse was the epicenter of village life and should be respected as would any place of worship. The roundhouse was used for a variety of purposes by different groups. It is typically 30 to 40 feet in diameter and is covered by earth, bark, or shingles. Dances are still held in the roundhouse as a way of giving thanks and respect for all that the Earth Mother gave to the people.



Clyde Domingo, Ruth Thompson-Wilson, Ethel Franklin-Geisdorff, Dorothy Domingo-Standage
At Westside Flume and Lumber Company

Other traditional activities practiced by the Me-Wuk were acorn processing and basketry. There are many stages involved with making acorns suitable for consumption including gathering, sorting, storing, cracking, pounding, leaching and cooking. Baskets were used throughout the stages of acorn processing, as well as for other tasks. Coiled Basketry was the most common style utilized. Approximately 20 different traditional basket types could be made with this one style. Willow was the most widespread material utilized for basketry. Women were responsible for creating and maintaining the family's baskets. Men had separate responsibilities, including hunting.

The California Gold Rush era impacted the Miwok people in many traumatic ways, changing their lives forever. In a very short time, the land and environment that had sustained the people for generations was irreparably altered. Stream channels were disturbed, sometimes re-routed, and eventually the land was blasted away causing huge amounts of soil to enter the streams and rivers, destroying the habitat of fish and other aquatic species that once were food for the Miwok people. Gathering areas that had supplied the Miwok with many foods were unintentionally damaged or cleared for cattle grazing. The cattle also ate the acorns, a major source of food for the Miwok people. Disease brought in by the newcomers entered the world of the Miwok taking many lives due to the people's lack of immunity. There were many attempts by miners and militias commissioned by the federal government to address the "Indian problem," to control or annihilate the Miwok population. The Miwok people were forced to flee from their homes and seek refuge in more isolated areas for protection and survival. Prior to outside contact, the Sierra Miwok population was somewhere around 10,000. This number fell drastically to 679 during the 1910 census.

"The slow, but eventual loss or abandonment of many traditional customs and traits, yet the perseverance of others, characterized Me-Wuk culture change during the 20th century," (Davis-King, Shelly TMTCCRPP, p. 12). In 1924 two significant events in Miwok history were observed. First, the Miwok name officially came into use. Before this time Me-Wuk people were referred to as Digger Indians. On Sunday, April 20th, 1924 an effigy of a digger Indian was burned in a ceremony to change the Tribe's name from Digger to Miwok. This was the culmination of a three day celebration, part of an annual cry ceremony that was held each year by the local Miwok. Then on June 2, 1924, Congress

granted citizenship to all Native Americans born in the United States.



Round House (front view) - August 1947

Today, the Me-Wuk culture is alive and still widely practiced. There are traditional events that have been created to keep the traditions alive. The Acorn Festival, established in October of 1966, attracts people from all areas to celebrate local tradition. It is now held annually the second weekend of September. It features cultural demonstrations, traditional foods, dance, and Native American vendors. The Indian Market, celebrated in the spring, is another annual traditional event. It is a time to highlight the many traditional activities of the Me-Wuk, including basketry, acorn processing, sharing and games.

Game playing and gambling are not foreign to the Me-Wuk. They have played games of chance for most of their history. One of the more popular games is the "Hand Game," played while singing gambling songs. Teams compete in guessing the "bones." The Tuolumne Band joined the approximately sixty other California gaming tribes with the opening of the Black Oak Casino on May 15, 2001. It was re-designed, re-built and re-opened May 18, 2005. It features four restaurants, a lounge nightclub, bowling alley and family fun center- along with over a thousand slot machines and 20 table games. The Casino has enabled the Tribe to broaden the range of services not only offered to the Indian community, but the broader community at large. Black Oak sponsors a wide range of community events. In the Spring of 2013, the casino resort opened the hotel.

In January of 2005 the Tribe opened the Tuolumne Me-Wuk Indian Health Center. It is a tribally owned and operated primary care health center located on the former Westside Property in the city of Tuolumne. It provides pediatric, obstetric, psychiatric, general medical care, minor surgery, and general health education. It continues to grow to meet the needs of the community, for example an on site pharmacy was opened in September of 2006 and the new, state-of-the-art Dental Clinic opened up in April of 2008 on Greenley Road in Sonora.

The Tribe continues to fight assimilation and advocates cultural event participation, knowledge and utilization of traditional methodology, self-determination and Indian sovereignty. The Tribal Vision Statement accurately expresses this sentiment. It states that "The Tuolumne Band of Me-Wuk Indians is a sovereign nation that is dedicated to uphold social and economic stability through self reliance and to promote the health, safety and welfare of our Indian people."

Tribal Government –Structure, Programs, Partnerships

The Tuolumne Band of Me-Wuk Indians (Tribe) is a tribe that has a constitution written during the Indian Reorganization Act (IRA) period of Indian Policy. The present constitution and by-laws, originally

approved on January 15, 1936, remains contemporary with amendments incorporated to address the changing times.

The governing body of the tribe is a legislative assembly aptly named the "Community Council." The name "Community Council" is a portrayal of the group composed of eligible voting members of the tribe that live within the community enclosed by the borders of the Tuolumne Rancheria. Prospective Community Council members have to meet a criterion of eligibility and be voted into the group by the other members of the Community Council.

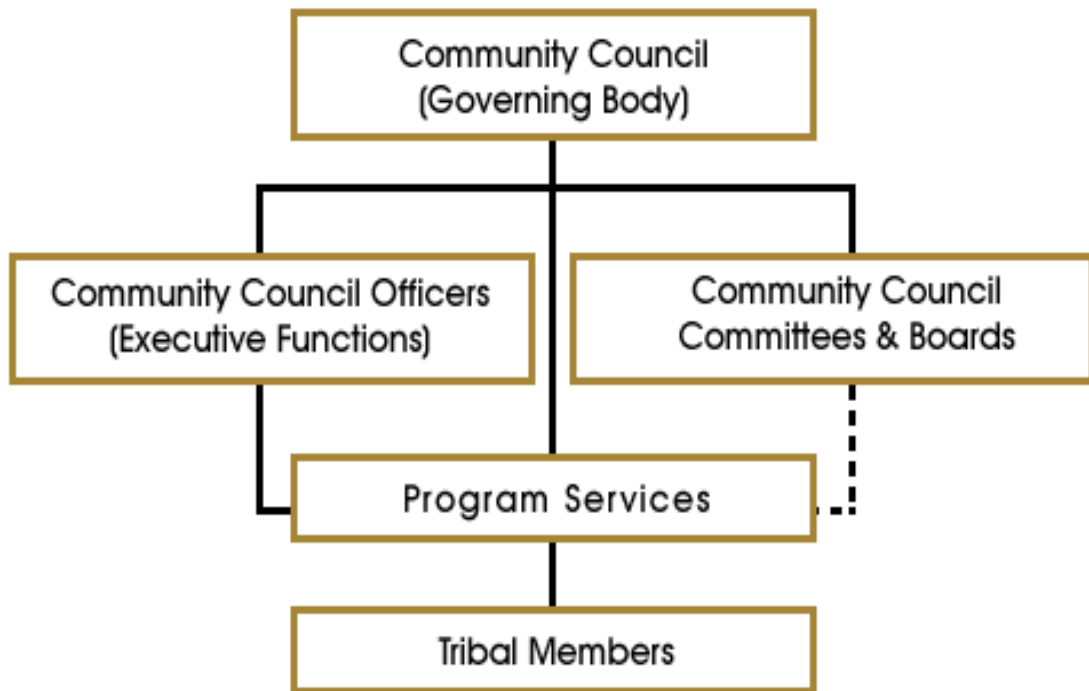
The executive duties of the tribe are carried out through the Community Council Officers (Officers). There are four Officers consisting of a Chairman, Vice-chairman, Secretary, and Treasurer. The Officers are elected annually from within the Community Council membership. The Officers oversee the operations and supervise the staff of the various programs and services authorized by the Community Council to serve tribal members. Programs and services provided to the tribal membership are given advice from committees, commissions, and special boards formed from within the Community Council membership. Community Council members are encouraged to participate in the various committees and special boards. Committee members are elected annually while special board members usually have staggered terms of varying duration. Committee participation provides direct input from the tribal membership and closely links the programs and services to the tribal members.

Committees, Boards, Commissions, and Authorities are established to assist the Community Council in carrying out its' responsibilities, to provide quality services to the Tribal membership and to develop, maintain, and protect the assets and interests of the Tribe. Each division is tasked with the following responsibilities:

- (A) Act in an advisory capacity to the Community Council, Tribal departments and their programs by recommending policies and procedures, identifying needs, and developing priorities for the Tribe;
- (B) Report to the Community Council on problems, activities and other relevant information; and
- (C) Undertake any other duties or responsibilities as developed and approved by the Community Council.

The tribe has nine standing committees as follows:

- Business & Finance
- Constitution & By-Laws
- Cultural & Historic Preservation
- Education & Recreation
- Enrollment
- Integrated Resource Management Plan
- Personnel
- Planning & Development
- Social Services Advisory
- Tribal Housing Authority
- Tribal Law Enforcement Commission
- Tuolumne Me-Wuk Indian Health Board



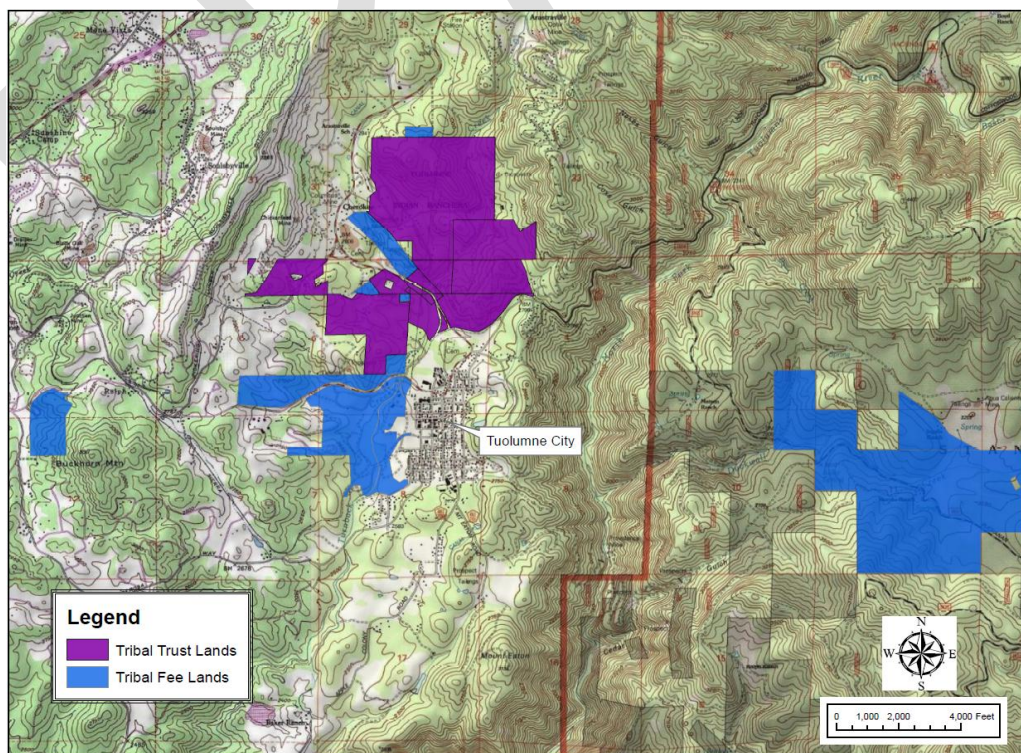
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Chapter Two – Regional Context/Existing Conditions.. II.

It is important to know and understand the current land uses and development patterns for tribal lands when planning for its future. As mentioned, current development patterns have been affected by the lack of pre-planning, the addition of land, and the complexities of neighboring uses. These trends are seen in the Existing Land Use Map as identified in the 2006 Draft Integrated Resource Management Plan. Other factors that influence current development patterns and the future of the tribal lands include land division, infrastructure, and the economy. These factors, along with the existing adopted plans form the basis for the Transportation Plan.

General Description

The Plan Area consists of approximately 1700 acres of land, 718 of which is currently held in trust status and 1008 of which is held in fee. The location corresponds to Township 2 North, Range 16 East at the center of Section 32, of the Mount Diablo Baseline Meridian; within the U.S. Geological Survey (USGS) Tuolumne, CA 7.5-minute Quadrangle (Figure 1-1). It is located approximately one-half mile north of the community of Tuolumne in Tuolumne County and is surrounded by rural residential and light agricultural developments on all sides except for a parcel of U.S. Bureau of Land Management land near its southwest edge. The main route to the Transportation Plan Area is Tuolumne Road North, a two lane County road. The Tribe presently has more than 300 members, many of whom do not live on the Rancheria or in the Transportation Plan Area. Tuolumne County is bordered by San Joaquin Valley to the west and Great Basin Valleys Air Basin to the east with the western portion of the county consisting of rolling Sierra Nevada foothills, and the central and eastern portion of the county consisting of granitic peaks reaching up to 10,000 feet in elevation. The climate is characterized by hot, dry summers and cool, moist winters. The western portion of the county is characterized by higher temperatures and lower annual precipitation, and the central and eastern portions are characterized by lower temperatures and higher annual precipitation.



Trends and Demographics

A community's existing conditions provide an important foundation for making policy recommendations. This document outlines key data and indicators that describe the tribal community and have helped to form the Transportation Plan. It examines historical data and current trends, as well as projections for the future when available. The information has largely been compiled from existing community resources, with additional input from state and national sources, such as the US Census. It is a recommendation of the Transportation Plan that a detailed trends and demographics study is compiled to fully understand the future growth capabilities of the tribe. The Planning and Development Committee has approved an additional 80 homes to be built over the next five years which will impact tribal services and infrastructure.

The tribe has grown considerably since 2003 when there were only 134 enrolled members. The Tribe has a very long and rich history in the region. The Tribe has lived in the area for over 11,000 years. In a very short time, the land and environment that had sustained the people for generations was irreparably altered. Stream channels were disturbed, sometimes re-routed, and eventually the land was blasted away causing huge amounts of soil to enter the streams and rivers, destroying the habitat of fish and other aquatic species that once were food for the Me-Wuk people. Disease brought in by the newcomers entered the world of the Me-Wuk taking many lives due to the people's lack of immunity" (www.mewuk.com). Historically significant Gold Rush era artifacts, buildings, and towns can be seen around the county. After the Gold Rush, logging, agriculture, and ranching became the economic staples of the county. Landmarks such as the West Side Flume and Lumber Company, the town of Tuolumne, the Sierra Railroad, and the Sugar Pine Railroad represent this era. With these new industries, the Me-Wuk people were further impacted. Areas that had supplied the Me-Wuk with many foods were unintentionally damaged or cleared for cattle grazing. The cattle also ate the acorns, a major source of food for the Mewuk people. Prior to outside contact, the Sierra Mewuk population was somewhere around 10,000. This number fell drastically to 679 during the 1910 census.

Tuolumne County is a county in the Sierra Nevada of the U.S. state of California. The northern half of Yosemite National Park is located in the eastern part of the county. As of the 2010 census, the population was 55,365, up from 54,501 at the 2000 census. The county seat is Sonora, the county's only incorporated city. Tuolumne County was one of the original counties of California, created in 1850 at the time of statehood. Prior to statehood, it had been referred to as Oro County. Parts of the county were given to Stanislaus County in 1854 and to Alpine County in 1864.

According to the 2000 census, the county has a total area of 2,274.34 square miles (5,890.5 km²), of which 2,235.41 square miles (5,789.7 km²) (or 98.29%) is land and 38.93 square miles (100.8 km²) (or 1.71%) is water. A California Department of Forestry document reports Tuolumne County's 1,030,812 acres (4,171.55 km²) include federal lands such as Yosemite National Park, Stanislaus National Forest, Bureau of Land Management lands, and Indian reservations. Notable landforms in the county include Table Mountain.

Land Uses

Community/Governmental

Land use in the region surrounding the Transportation Plan Area can be characterized as agricultural and rural residential. A few areas of light commercial development are also present and a Bureau of Land Management parcel is located near the southwest edge of the Transportation Plan Area.

The Tuolumne County General Plan was updated in 1996 to reflect the changing landscape of the County. A number of acres designated as High Density Urban Residential, but located in small scattered multiple-family projects isolated from other urban residential uses, were re-designated to Homestead Residential, Large Lot Residential, and Rural Residential. These re-designations protect the larger lot sizes from potential future developments. Community plans guide land use patterns, zoning, setbacks and design standards to protect unique community identities. Within Tuolumne County, community plans have been identified for Jamestown, Columbia, and East Sonora. The County has targeted additional growth areas including Tuolumne, Lime Kiln Road, and Groveland. Although these areas do not have completed Community Plans, the County identifies them as future growth areas. The Plan Area is located along the northern boundary of the Town of Tuolumne.

The Tuolumne County General Plan designation of Homestead Residential has a compatible Title 17 Zoning Classification of Residential Estate (RE-3), which calls for a 3-acre lot size. The Rural Residential designation and compatible zoning classification of (RE-5) calls for lot acreages ranging from 5 to 10 acres. The Agricultural Designation (AG) is compatible with zoning classifications for 37, 100, and 320-acre agricultural land use. Note that the Tribe is not required to comply with local ordinances and standards after their fee lands are transferred into trust status. However, it is their practice to make a good-faith effort to be consistent with County standards. Therefore, the Tribe makes a good-faith effort to be consistent with County standards when developing land use zoning designations and infrastructure.

Previously, some of the tribal property has been used by Native Americans and local residents of Tuolumne for mining, cattle grazing and equestrian trails. Dirt roads cover the property with a few residences scattered along the south and east property boundaries, and a private horse ranch located along the northeast property boundary.

A majority of the tribal property is undeveloped, with the exception of a few dirt roads located in the northeast section and a residence located near the center of the property. The existing Tuolumne Rancheria has had numerous land uses that included residential, government and administrative, recreational, and agricultural.

Existing land uses in the Transportation Plan Area have been guided by previous County zoning measures, tribal ordinances, and memoranda of agreement (MOAs). Currently, the land contained in the Transportation Plan Area lacks any zoning designations by the Tribe. Below is a summary of the major tribal ordinances and memoranda that affect the existing land uses within the Transportation Plan Area.

Land and Property Code Ordinance No. 00-02-74

This ordinance was certified by the Tribe on September 17, 1974. Its purpose is to outline a general land and property policy that details the use of tribal community lands and property.

Open Space Ordinance for Residential Development No. 00-16-03

This open space ordinance was certified by the Tribe on November 20, 2003. The purpose of the Ordinance is to identify areas to be set aside as, and establish activities that may take place in a designated Open Space. As well, the ordinance purports to establish a Conservation Management Plan by identifying and establishing conservation management goals.

Open Space Ordinance for Open Space and Conservation Areas No. 00-20-04

This open space ordinance was certified by the Tribe in November 2004. Its purpose is to identify areas to be set aside as, and establish activities that may take place in, Open Space and Conservation Area within Open Space; identify elderberry shrubs to be transplanted and protected within the Conservation Area;

manage and conserve the transplanted shrubs and associated habitats; and identify and establish Conservation Area Management Goals. The ordinance outlines three major Open Space Areas (Open Space Areas A, B, and C) and one Conservation Area (in Open Space Area B). Open Space Area A is approximately 27.6 acres and located adjacent to Turnback Creek in the northwest portion of the Coenenberg property. Area B is approximately 11.2 acres and also located on the Coenenberg property within densely wooded habitat in the central east portion of the property. Within the center of Area B is the approximately 1.8-acre Conservation Area. Area C is approximately 35.4 acres and crosses diagonally through the center of the Thomas property and is located adjacent to an unnamed intermittent channel and seasonal pond feature (see Figure ___ for property locations). The ordinance describes Open Space Areas as containing sensitive biological and cultural resources that the Tribe considers important to conserve from development, cattle grazing, and other land uses that would significantly degrade the quality of the habitat and cultural sites. Approved activities in the Open Space Areas include utility installation, maintenance, resource conservation, traditional activities, recreation and education, and vehicle use of existing roadways. The only activity that can occur in the Conservation Area is elderberry shrub protection and monitoring. The Open Space Ordinance authorizes the MOA entered into between the Tribe, U.S. Fish and Wildlife Service (USFWS), and the BIA.

Memorandum of Agreement between Tribe, USFWS, and BIA

An MOA was issued in April 2005 between the Tribe, USFWS, and BIA per November 2004 Resolution #00-50-04 regarding interagency cooperation under Section 7 of the Endangered Species Act. The purpose of the MOA is to provide long-term protection of the valley elderberry beetle through establishment by the Tribe of valley elderberry beetle Open Space Areas and Conservation Areas. Essentially, the MOA puts into action the activities outlined in the Open Space Ordinance.

Specific Land Uses

Residential

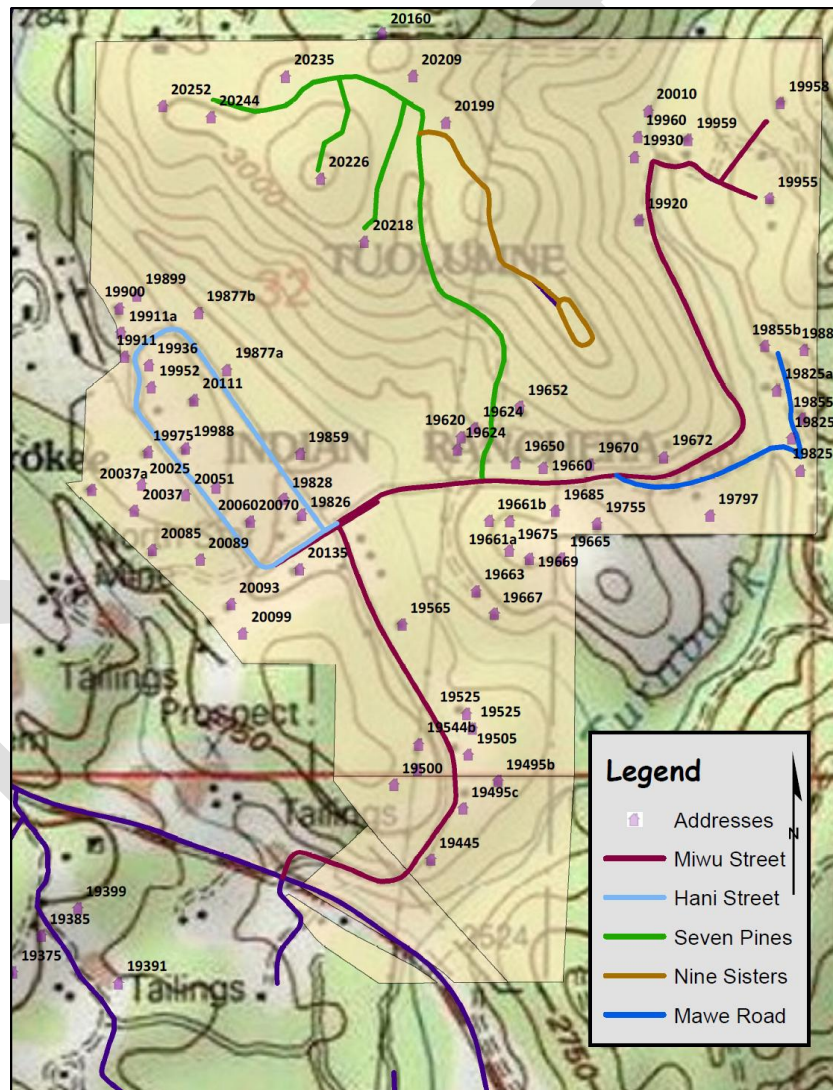
The Rancheria currently has more than 80 residences on it. The residences are primarily located in two areas; a map shows the location of current residential development. All Tribal housing is occupied, with several more houses planned for the Ridgeline area and adjoining trust properties. In addition, many Tribal members live outside of the Rancheria and Transportation Plan Area. All housing in the Transportation Plan Area is located on the original Tuolumne Rancheria. There are ____ number of enrolled members who are on the waiting list for a house, thus making housing a priority.

Recreational

Several recreational opportunities are available in the area surrounding the Transportation Plan Area. Nearby Turnback Creek is used for outdoor recreation activities such as fishing and gold panning, while Stanislaus National Forest and the surrounding area support camping and hiking. The most recognized recreational opportunities in the county are at Yosemite National Park, an international travel destination where visitors enjoy a wide range of outdoor activities. The county contains several historic gold mining towns as well, such as Sonora, where tourism serves as a major source of income. In the Plan Area, outdoor recreational opportunities include fishing, hiking, gathering, and hunting. Indoor recreational activities include bowling and gaming at the Black Oak Casino. As identified in the IRMP, and incorporated into this Transportation Plan, the Tribe would like to identify recreational opportunities and their locations, including a ballfield, guest lodge, recreation center, community center, community parks, and fishing and hiking areas within a recreational corridor.

Business/Industrial

The Plan Area currently hosts an approximate 128,000 square foot casino facility (Black Oak Casino) with gaming facilities, an entertainment lounge, restaurants, a bowling alley, and a video arcade. Support facilities/infrastructure include parking facilities for 1,000 cars, recreational vehicles, buses, and employee parking. The Tribe signed a Tribal-State Compact with then-California governor Gray Davis on October 10, 1999, to operate the facility. The unemployment rate among Tuolumne Me-Wuk Tribal Members is approximately 20 percent. Prior to casino operation, unemployment rates varied between 50 to 75 percent. This decrease in unemployment rates can be attributed to opportunities created by casino operations and by the Tribal Administration Workforce. Combined, they provide employment for approximately 40 percent of the Tribal population (Tribal Economic Development Authority, 2002). In 2003, approximately 30 percent of the Rancheria households were elderly or lived on subsidized government income (Tribal Economic Development Authority, 2004).



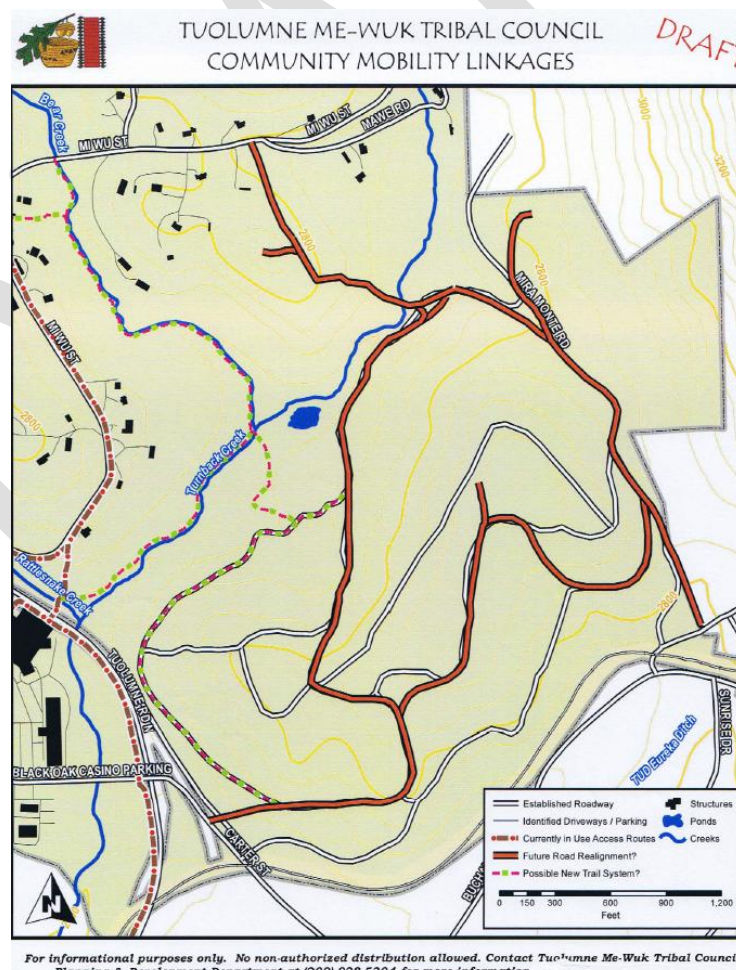
Chapter Three – Transportation Issues III.

Existing System

Public roads were constructed by Tuolumne County, Bureau of Indian Affairs and the Tribe. The actual road mileage is approximately 1.20 miles. There are no roads with sidewalks and historically, community members walked freely within the community. Pedestrians could safely walk on existing roads but with increased residents, visitors and guests visiting tribal business, roads have become more and more congested thus impacting the safety of pedestrians. There are no crosswalks and limited stop signs. There is one “pedestrian crossing sign” and one “slow sign” on Miwu Street. Street lights are minimal throughout the community.

Non-Motorized Facilities

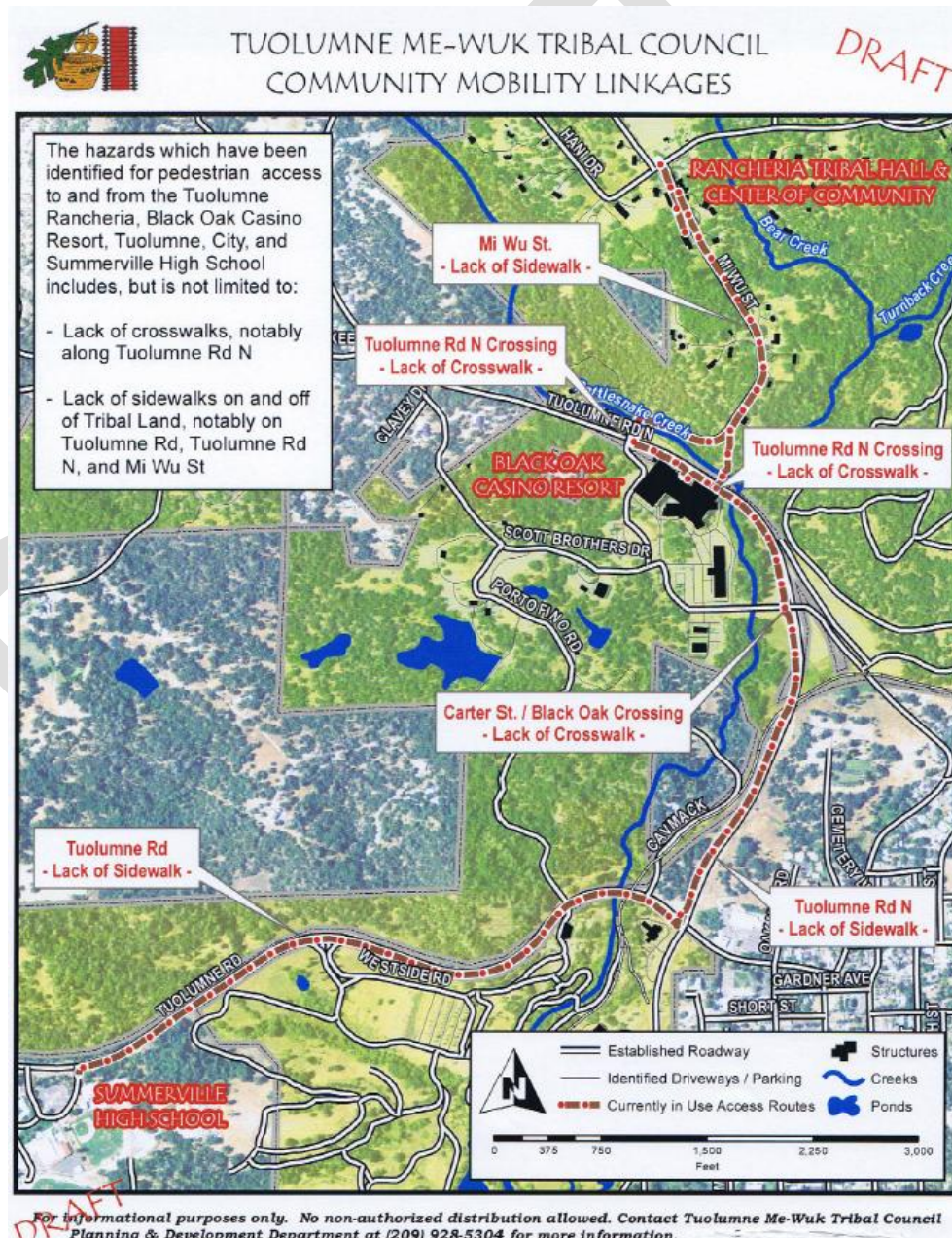
The number of formal bicycle and pedestrian paths within the tribal community is limited. As stated, there are no sidewalks and pedestrians must use the existing roads. There are some foot paths that are not designated or formally approved and have been used historically throughout the community. The most frequented, and still often used by pedestrians, runs between the southern end of Mi Wu Street and the Tuolumne Market plaza. Bicycle and pedestrian trails should be targeted for short distances connecting tribal facilities, work centers, existing and proposed housing areas and recreational areas.



Traffic Hazards

No formal traffic studies were conducted as a part of this plan, however, the following safety related issues were discovered in previous planning document and expressed by staff, tribal leaders and community members.

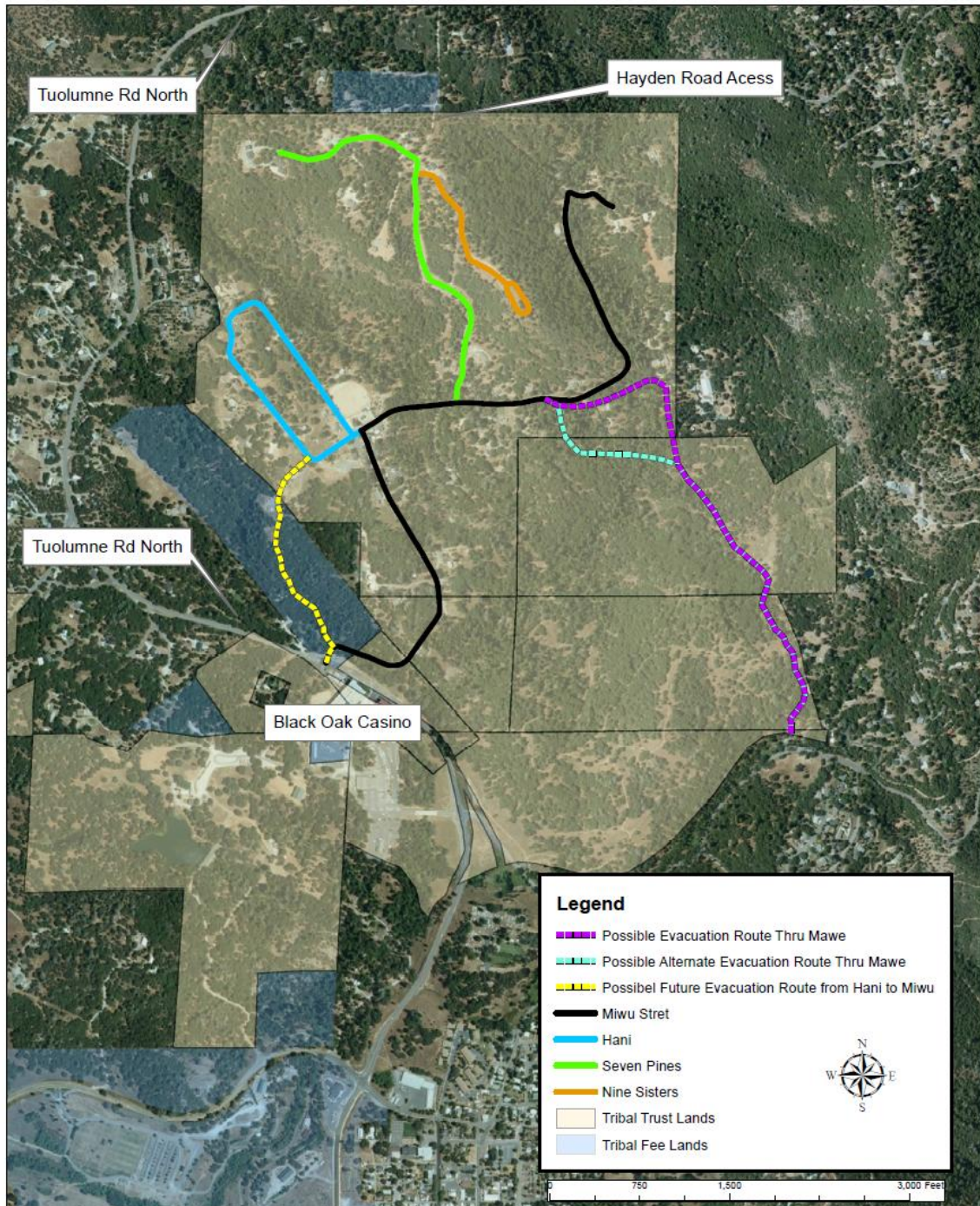
- There are many children often walking and/or playing on the roads
- Sight distance is a problem on Mi –Wu Street from the morning and evening sun
- The lack of adequate parking for staff and those visiting tribal government offices has created a problem and often unsafe conditions
- Traffic in residential areas commonly appear to exceed posted speed limits
- Lack of sidewalks on major roads provides for unsafe pedestrian conditions



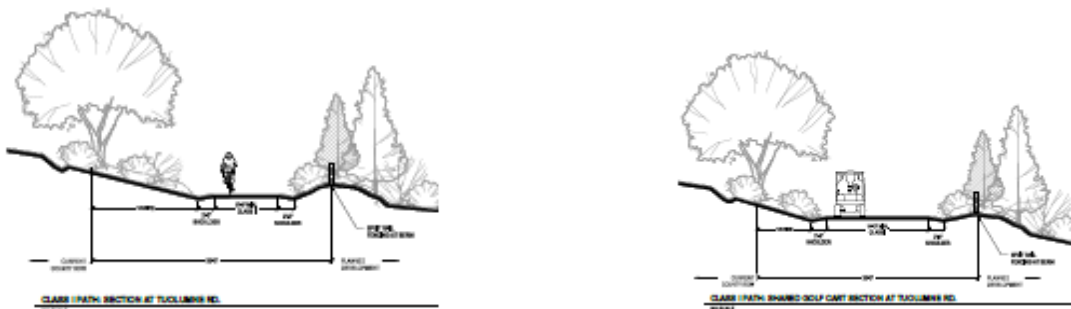
Emergency Access

There is currently only one way in and one way out of the main tribal community known as the “Rancheria”. With over 80 residences, this poses a threat to evacuation if a disaster or situation arises. Staff studied the possible access routes for both tribally owned lands and adjoining fee lands. Outreach to Tribal members who have “assignments” that could be impacted was conducted and considered as a part of the process. While the Hayden Road access exists, the impact to local non-tribal members has yet to be fully worked out

Tuolumne Rancheria - Possible Future Evacuation Routes



As described already in this plan, there are no set pedestrian or bicycle paths that are conducive to the existing community members. While historically there are “paths” with increased residents, vehicle traffic and added lands, the plan looked at developing pedestrian linkages within tribal lands and to the adjoining community. Staff worked with community members included focused groups such as elders and the youth, to determine those areas with the most need. Project staff also participated in the local Tuolumne City Mobility plan and the Safe Routes to Summerville High school. The later of which is still under review from the tribe and is in cooperation with Tuolumne County Public Health. If approved, the tribe will seek funding for improved pedestrian access form tribal lands, through Tuolumne City and connect with Summerville High School.



Chapter Four – Guiding Principles IV.

Guiding Principles are statements that guide decision making relative to land use, transportation, and public improvements. The 7 Guiding Principles were developed by community members as a part of the Master Planning process and are the crux of this Transportation Plan. Each one is tailored to aid the tribe in guiding growth. They should be looked at when reviewing development proposals, administering or amending land ordinances, and considering community input. Each principle includes a list of policy statements to be used in following the guiding principle.

Guiding Principle #1: Preserve the rural character of the Rancheria. Rural character is central to the tribe's identity and maintaining it is important to the future. Understanding and encouraging land use patterns that promote this characteristic is critical.

- *Facilitate development and land use consistent with the rural environment.*
- *Provide education to elected and appointed officials about wildlife protection.*
- *Promote and educate community leaders about different road designs that fit the rural character of the area.*
- *Encourage the use of native vegetation; especially in building projects and in local landscape plans.*
- *Coordinate tribal park projects with open space and protection initiatives by other groups (such as Elders, Youth, Education, Recreation) to create a comprehensive Tribal open space and trail network.*
- *Assist decision makers having appropriate signage and signage size along roadways that is consistent with the rural character.*

Guiding Principle #2: Maintain the natural corridors and patterns and weave them into the Transportation Plan. Natural features and resources add to the quality of life and affect the character of the Rancheria. Sensitive areas such as wetlands, rivers, streams, and water bodies are the fabric around which development is formed. Guidelines and criteria that encourage development consistent with air, water, land, woodlands, and sensitive environmental protection objectives are important.

- *Ensure intensive land uses that could impact water quality be placed at a distance from streams, rivers, wetlands, and creeks.*
- *Encourage alternative wastewater disposal systems in areas with sensitive characteristics.*
- *Help tribal decision makers develop an ordinance to minimize intensive uses on a single lot when the lot is adjacent to a body of water.*
- *Support community wellhead and natural spring protection plans. Incorporate wellhead delineation and spring location maps into tribal plans.*
- *Support education programs about septic system maintenance. Encourage this education with youth and children.*
- *Ensure soil erosion control and implement regulatory process for development that prevents soil erosion.*

Guiding Principle #4: Respect the individual community members needs, but focus on the big picture. Respecting individual community issues and concerns is imperative. However, the Tribe also has the responsibility to consider issues and concerns on a larger level. Decisions, policies, and land use guidelines affect everyone, so always think big picture. When development occurs, everyone and every property are affected. Maintaining the value of land with the tribal land base is important. Policies, guidelines, and land use decisions need to consider the impacts to individual assignment holders and residents. The basis for these decisions, however, needs to be on the community as a whole and its future

- *To the extent possible, ascertain and publicly reveal the facts of any land use issue before making a decision.*

- *Making recommendations on the basis of sound land use practice.*
- *Keeping the tribal community informed and involved in key land use issues. The more difficult the issue, the more input should be elicited from the tribal members, including going beyond the normal when there is a major issue of concern.*

Guiding Principle #5: Foster coordination between governing bodies. Coordination and cooperation between the Tribal Council, TEDA, and other tribal entities is critical for the well-being and quality of life for current and future residents. Effective communication is a necessity.

- *Create a process for communication between the Tribal Administration side and TEDA on all proposed projects.*
- *Building permits and or approved processes should apply to all development when occurring on tribal lands.*

Guiding Principle #6: Provide for diverse housing types. Certainly not everyone wishes to live in the same type of dwelling unit. Nor will everyone want to live in the dwelling unit for as long as they live and then decide to move when their housing needs change. A broad range of housing opportunities that meets the various economic, family, and lifestyle needs of community members needs to be provided.

- *Encourage a wide range of housing opportunities to satisfy the lifecycle housing needs of residents of all income and age levels.*
- *Support a range of quality affordable housing types to satisfy the needs of residents.*
- *Encourage affordable housing throughout rather than concentrate it in monotype developments.*
- *Promote homes on small lots where there is infrastructure.*
- *Encourage that all new buildings be built with energy efficiency including the use of solar power.*

Guiding Principle #8: Safeguard the historical and significant features of the Tribe. The Tuolumne Band of Me-Wuk Indians has a rich history and tribal lands are full of distinct features that add to its sense of place and character that include elements that need to be protected and enhanced.

- *Identify cultural and historic areas to be protected and how stringently they are to be protected.*
- *Work with Cultural Committee in protecting resources.*

Chapter Five – Goals and ObjectivesV.

Tribal goals and objectives as discussed in future development plans, include providing residential housing units for all members while continuing to build strong self-governance by increasing and diversifying tribal economic goals through various commercial ventures. Transportation has not always been a high priority but as the tribe grows and wants to fulfill goals and objectives, infrastructure needs must be met. Specific goals that were identified as a result of this plan are as follows:

- Maintain a safe environment for all in the community by developing pedestrian and bicycle linkages that protect the user.
- Prioritize funding for the development of safe routes for pedestrian and bicycle use.
- Continually listen to the needs of community members by engaging them in discussions about mobility,

Chapter Six – ImplementationVI.

The Tuolumne Band of Me-Wuk Indians is actively planning for future development. An often overlooked, but important section of a plan is the Implementation section. Sometimes, people believe a transportation plan solely exists as a basis for the developing roads.

The Tuolumne Band of Me-Wuk Indians has chosen **not** to use just zoning as one of their tools, instead they would like to fulfill the transportation plan's goals using other mechanisms. The mechanisms are listed as tasks in a timeline, but are not listed by priority. The Planning and Development Committee will determine the priority based on the request from members. After an item has been finished, it can be checked off as completed or in progress. The items in the listing were identified as an issue during the transportation plan process.

Immediate Priorities (2014)

- Distribute copies of the adopted Transportation Plan to all tribal community council members.
- Distribute copies of the adopted Transportation Plan to Tuolumne County.
- Work with TEDA, the Tribe's Economic Development Corporation to assist in their goal implementation of developing infrastructure that would impact the mobility of pedestrians and bicyclists.
- When reviewing or updating the transportation plan, look at the Guiding Principles listed in the plan and note areas where the community's transportation plan could be amended to further implement the Guiding Principles.

One To Four Years

- Encourage the development of a tribal transportation educational program that will emphasize the legal definitions and uses of mobility.
- Team with interested parties and commission a comprehensive study for the adjacent lands.
- Seek funding for a new aerial land use study and compare the findings to the existing maps.

In Five Years

- Continue to monitor the evolvement of alternative transportation systems. This may result in a significant change that should be addressed in any transportation plan update.

- Compare development densities with improvements, such as road connections. Use this information when updating the transportation plan.
- Review this task list to identify projects not accomplished.
- Review this transportation plan and update where needed.

Chapter Seven – SummaryVII.

An approved Transportation Plan will have a profound and permanent impact on the Tribe. The planning will guide its activities in a direct and meaningful way, for the priorities adopted will help the Tribe determine what it does and when. The discussion will encourage and discourage specific activities, and the Transportation Plan will allow the Tribe to target its spending and development activities in a concentrated and maximal fashion.

The Rancheria has seen considerable growth over the last five to eight years, and the Tribe faces a profound challenge in terms of managing that growth. Historically, the Tribe has not needed to coordinate delivering services across different land uses and activities, but this is changing. The Rancheria has added property recently, and its economic ventures are expanding; thus, it has placed great stress on the local infrastructure and highlighted the need for integrated planning. Adopting a Transportation plan will be pivotal to providing a safe and mobile environment for all.